

SECRET/SECURITY INFORMATION

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(e) Dunapataj /4638N-1859E/. There was no naval base located in this harbor, nor [] any war vessels there. The stone construction quay was about 20 m long and four m wide. There were two single-storied buildings which served as offices for the Meszhart and SDGP agencies. [] no warehouses, stored freight, cranes, or other loading facilities.

(f) Dunafoldvar /4648N-1855E/. [] the harbor was located on the western bank of the Danube and [] there was a shipyard there. Only Meszhart passenger boats were ever seen in the harbor. Due to the current and the narrowness of the channel, it was necessary to stop the convoy some distance from the bridge and tow only one or two barges at a time under the bridge.

(g) Budapest /See Encl (A)/. [] some Hungarian Danube patrol boats in this harbor; they had six pontoon mooring stations along the Budapest section of the Danube. Two of these stations were near the Budafok harbor area, one on each bank of the river, two in the Parliament building area, one on each bank of the river, and two about 1500 m upstream from the Parliament on each side of the river.

The Csepel Island Harbor was used by all Danube vessels, with the exception of Yugoslav craft. There were two basins in this harbor; one of these basins was used exclusively for loading petroleum products (I never saw this basin). The other basin was used for the overnight berth of the Sovrom convoys. []

Petroleum products and cereals were loaded (and unloaded) at this harbor. When petroleum tankers were loaded, the tankers were towed into the respective basin by the convoy's tug or the basin's tug and left there until the return trip downstream. When the convoy returned the tankers were found tied outside the basin, loaded and ready to be taken downstream. []

The petroleum products were loaded only on tankers going downstream. All the transports had to leave their barges in the Csepel Harbor area or, if not, take them upstream to the Obuda area, about two km upstream from the last bridge. Only tugs had the right to tie up in the Pest Harbor area. My tug (with the crew aboard) tied up in the Pest Harbor area about 1500 m upstream from the Parliament building area, for the tug's master check with the harbor master's office, the SDGP office and the Sovrom office. The crew's customs check was usually made in the Csepel Harbor area or the Obuda area. The Mezshart shipyards were located on the Pest side of the Danube across from the northern section of Margaret Island, and the southern section of Obuda Island. []

There were two floating docks with two ships under construction there. These ships were observed during the March - June 1951 period. These two ships appeared to be of approximately 600 tons' capacity. [] only the hulls were ready; however, work was going on inside the hulls. []

two smaller vessels there undergoing repair work on water. An undetermined number of tugs belonging to Meszhart were under repair. [] both seagoing (600 tons) and Danube vessels were being constructed in these shipyards.

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- (h) Szob /4749N-1852E/. Halts were made at this point only for customs inspections. two Danube patrol boats there. The harbor was located on the left bank of the river and was very small. The quay, of stone construction, was about 10 m long. only one building in the harbor area (probably the customs and frontier troops' office). Upon reaching this point, the convoys always anchored in the middle of the stream.
- (i) Komarom /4744N-1807E/. two barges were loaded with bauxite destined for Reni. At that time there were about 10 barges being loaded with pyrite and bauxite. one rail line on the quay, and noticed a freight train (approximately 40 cars) with pyrite and bauxite ores being unloaded. The ore was being unloaded on the quay, and from the quay it was loaded onto barges. This work was being done by persons dressed in military type khaki overalls. There was one crane on the quay which was not operated at time of observation. The barges being loaded belonged to the Sovrom, SDGP, CSP, DDSG and Meszhart transport agencies. Besides the 10 barges mentioned above, there were an undetermined number of other barges and tugs (details unknown).
- (j) Komarno /4745N-1870E/ /See Encl (B)/. convoy tied to a quay which was of stone construction and over 100 m long and eight m wide. There was a double-track normal gauge rail line on the quay. Sugar for USSR, Rumania and Hungary was being loaded in this harbor, also cereals were being both loaded and unloaded. There were two cranes there of around two tons' capacity since they handled 20 bags (of 100 kg each) of sugar at one time. These cranes were installed on tracks. There were also three or four store houses and different office buildings. Czechoslovakian ground forces troops, and few Soviet (probably infantry) troops in Komarno.
- (k) Bratislava /4809N-1707E/ /See Encl (C)/. no warships there. a few Czech Danube patrol boats in this area. convoy tied to the quay, which was of granite stone construction about 1500 m long and, on the average, about 10 m wide. There were two or three normal-gauge rail tracks and two or three cranes on tracks on the quay. The cranes were of two to 2.5 tons capacity. one basin in the harbor area but cannot furnish details. Sugar, vehicles and cereals were loaded in this harbor. about 40 vehicles (including five-ton trucks and "jeeps") being loaded there in April 1951. These vehicles were all painted OD. the vehicles were destined for Reni, and some of the trucks for the Danube-Black Sea canal project. Cereals from downstream ports were unloaded in this harbor. some Czech ground forces troops and Soviet infantry and artillery troops in the town (details unknown). The bridge across the Danube, located at the western outskirts of the town was in good condition, but never observed any traffic or pedestrians crossing this bridge. Czechoslovakian Army guards were on the bridge.

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- (1) Lobau [coordinates unknown]. This point was located about seven km downstream from Vienna Harbor. This installation consisted of one basin which was located on an island. The basin could accommodate about 20 tankers at one time. The quay was of stone construction. There were also two or three tugs.

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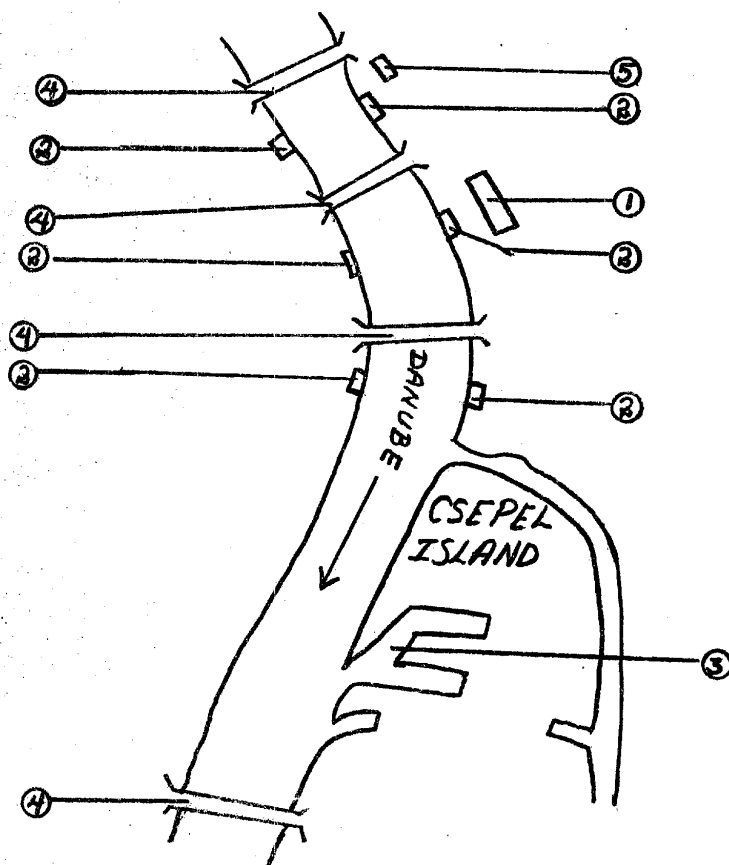
ENCLOSURE

- | | | |
|------|---|---|
| (A): |  | Sketch of Budapest Harbor Area (4730N-1920 E)
with Legend. Scale 1:50,000 |
| (B): |  | Sketch of Komarno Harbor Area (4745N-1807 E)
with Legend. Scale: 1:50,000 |
| (C): |  | Sketch of Bratislava Harbor Area (4809N-1707 E)
with Legend. Scale: 1:10,000 |

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ENCLOSURE (A)


SECRET/SECURITY INFORMATION



Legend

1. Parliament Building
2. Patrol Boats' Station
3. Csepel Basin
4. Bridges
5. Customs and Militia

50X1

Retouched  Sketch of Budapest /4730N-1920E/
Harbor Area

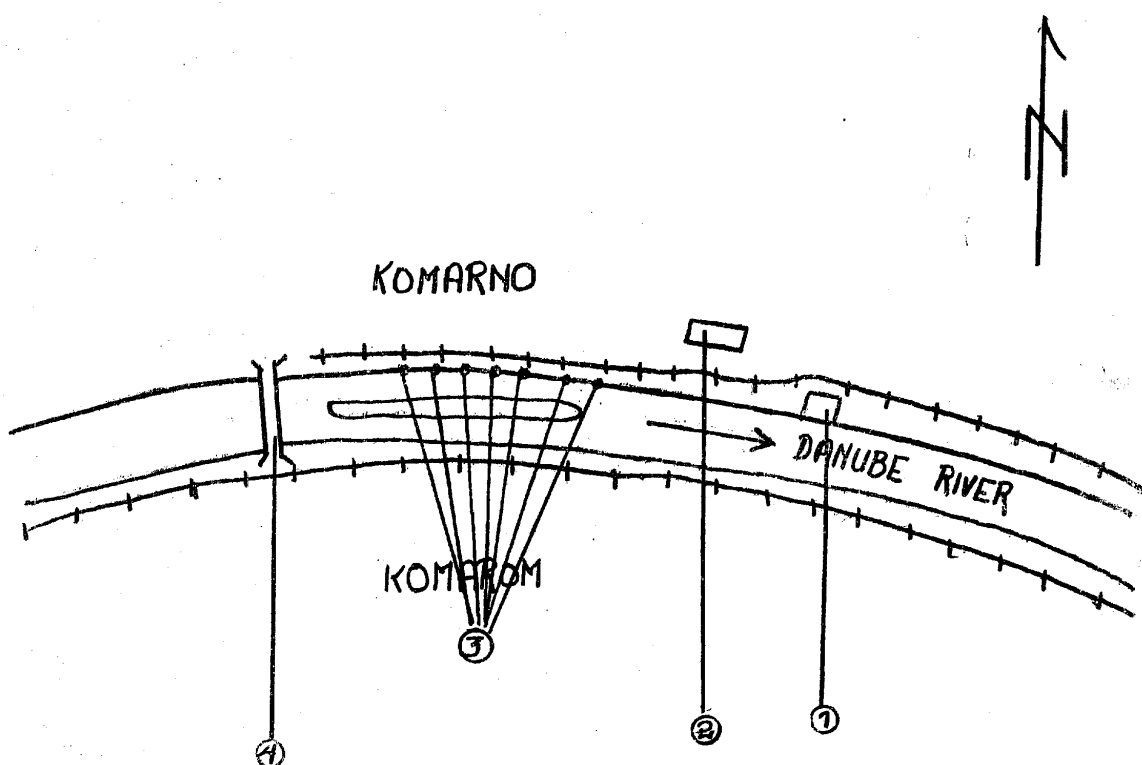
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SECRET/SECURITY INFORMATION

ENCLOSURE (B)

SECRET/SECURITY INFORMATION

50X1



Legend

1. Customs and Militia
2. Harbor Master's Office
3. Vessels' Mooring Place
4. Bridge

Retouched ☐ Sketch of Komarno [4745N-1807E]
Harbor Area

50X1

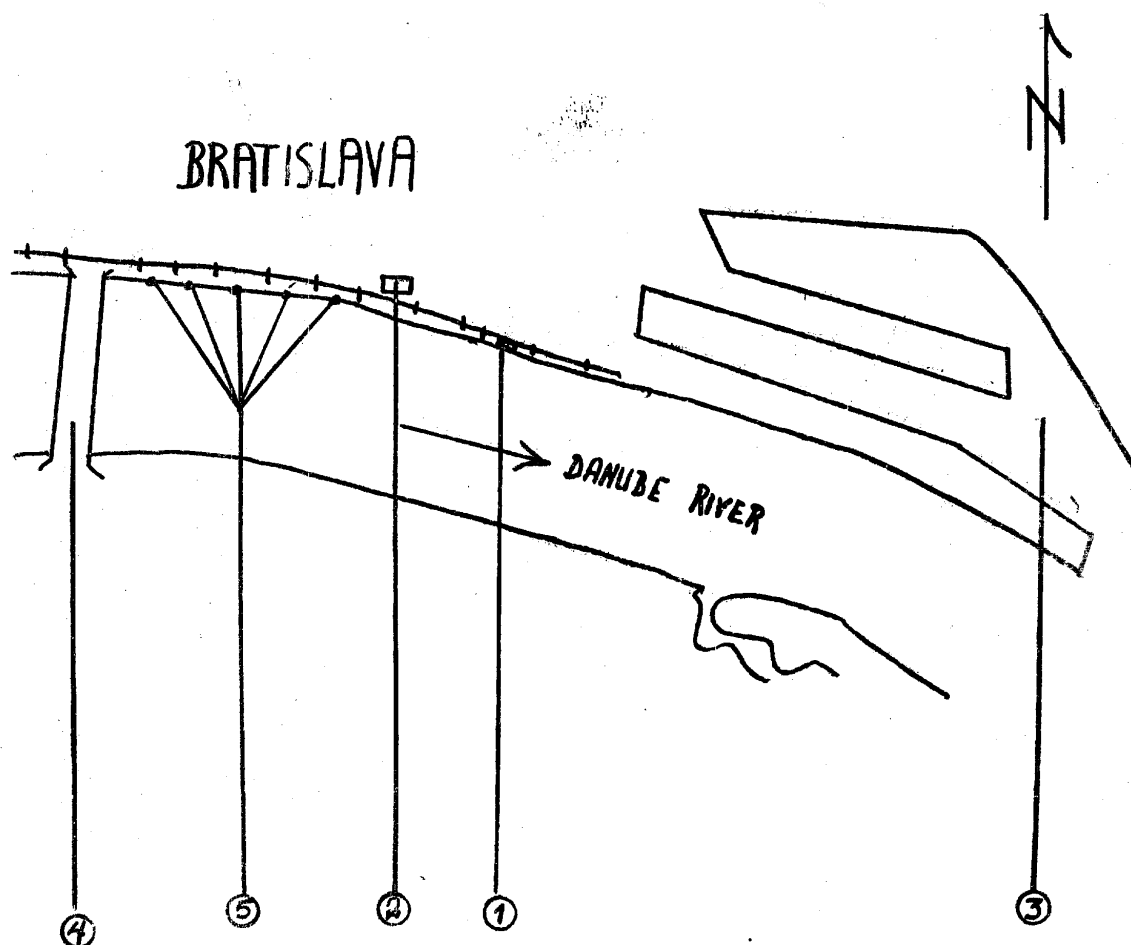
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SECRET/SECURITY INFORMATION

ENCLOSURE (C)

SECRET/SECURITY INFORMATION

50X1



Legend

1. Customs and Militia
2. Harbor Master's Office
3. Basin
4. Bridge
5. Loading Area

50X1

Retouched ☐ Sketch of Bratislava 4809N-1707E
Harbor Area

Scale: 1:10,000

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